

CONFIDENTIAL

4-4 Executive Registry
79-4990/2

DDS&T-5191/79

22 OCT 1979

DD/A Registry
79-1293/3

MEMORANDUM FOR: Deputy Director of Central Intelligence
 FROM : Leslie C. Dirks
 Deputy Director for Science and Technology
 SUBJECT : Parking Fees at [redacted] the 25X1
 25X1 REFERENCE : [redacted] dtd 5 Oct 79, subj: Paid Parking

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 25X1 1. The introduction of pay parking at [redacted] 25X1 presents the Agency with a particularly sensitive problem. There are over [redacted] CIA staff employees from NPIC and OIA plus more than [redacted] employees of the military departments who work in this building. This is the largest single concentration of Agency personnel outside of Headquarters. A large number of these employees are at the low end of the Agency pay scale.

25X1 2. A similar type problem is encountered at OTS where some [redacted] employees are concentrated. Here employees are being asked to pay for less than desirable parking spaces located in a "bulldown" type environment.

3. With a view toward providing information to these employees, we have been endeavoring to determine an acceptable rationale and factual methodology with respect to the purpose of the program and the determination of the fees involved. These efforts have been unsuccessful. The referenced Headquarters Notice does not adequately address these questions. Attached is a summary of the various factors involved and a short comment on the problems associated with each.

4. I feel it important that the Agency address this whole issue and develop an open and factual statement on this matter. Questions which must be addressed are:

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[redacted]

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SUBJECT: Parking Fees at [redacted] the OTS Complex

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- How were the fees determined?
- Are they fair and understandable to all employees?
- If not, has every effort been made to negotiate an equitable and understandable parking fee schedule?

Unless the Agency answers these questions, the effects of pay parking on morale will be further exacerbated and will make it even more difficult to attract and retain high quality personnel in these inherently unattractive locations.

[redacted] 25X1

Attachment:
As Stated

cc: D/NPIC
D/OTS

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Attachment

Parking Fees

25X1

25X1

1. There are several factors which make the imposition of parking fees at seem particularly onerous to those employees. These include the fact that the grade structure of the staff employees at this location is at the low end of the Agency scale, the building is poorly served by public transportation, and is in a distant, blighted, high crime area which is detached from the classic downtown federal office area. The parking areas themselves are crowded and poorly maintained compared to such areas as Headquarters, and there are no commercial parking lots in the area which can be legitimately associated as serving this area.

2. Three different and varying explanations with respect to the purpose and/or determination of fees have been suggested:

a. The purpose of parking fees is to force greater use of car pools and public transportation and has little relationship to other parking arrangements in the area or to the cost to the government of providing free parking.

b. The rates for parking on government property are related to commercial parking which serves the area in question.

c. The rates are related to the direct cost to the government of providing parking, specifically that portion of the SLUC fee associated with maintaining the parking lot.

3. The difficulty with the data that has been provided with respect to each of these possibilities is summarized below:

Force Greater Use of Car Pools and Public Transportation

If this is the official rationale, the exemption of anyone from pay parking appears capricious and discriminatory. For instance, who is to say that the imposition of a standard fee on all CIA employees regardless of location would not accomplish more toward forcing car pooling and use of public transportation than a higher fee on a much smaller percentage of employees.



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Related to SLUC Fees

It has been suggested that the SLUC charges are the basis for calculation of parking fees. While this may be so, an analysis of this premise yields an even more incomprehensible answer to a Building [redacted] employee. It is our understanding that parking lot associated SLUC fees for Building [redacted] and Headquarters are as follows:

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Annual Charge Per Square Foot.

FY 79 FY 80

Building [redacted]	\$1.20	\$1.47
Headquarters	\$.20	.40

4. While this wide disparity may in fact be the basis for no parking fees at Headquarters and the \$16.50/\$33.00 per month fee at Building [redacted] it cannot help but raise the question of fairness in the minds of employees at Building [redacted]. This is exacerbated by the fact that there is currently significant parking lot repair underway at Headquarters while the [redacted] lot remains neglected.

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LOGISTICS

5 October 1979

REFERENCE

PAID PARKING

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1. A program instituting fees for parking space provided by the U.S. Government to employees takes effect 1 November 1979. This program, presented in OMB Circular A-118, is designed to encourage personnel to join carpools and increase use of public transportation. The goal of the program is to conserve energy and reduce air pollution and traffic congestion. Parking fees have been established by GSA for each area based on comparable commercial rates and/or GSA standard level user charges. Fees will be charged at 50 percent of the full rate for the period 1 November 1979 through 30 September 1981; the full rate will apply thereafter. Where rates are assessed at less than \$10.00 per month, no fee will be charged. For the present, this applies to parking at the Headquarters Building, [redacted] Building, and facilities located in the [redacted] area.

2. The GSA implementing regulation provides for certain exemptions from parking fees. Van pools (vehicles carrying eight passengers or more) are exempt from fees for the first year. Handicapped personnel utilizing specially equipped vehicles, shift workers, and two-wheeled vehicles are exempt. In addition, there is no charge for visitor parking. Personnel normally participating in a carpool or using public transportation may obtain a daily permit for the visitor parking facility on the occasional day they must drive their own vehicle. These permits will be available through the component support office. Use of the visitor parking area will be closely monitored to ensure this privilege is not abused.

3. In the Washington metropolitan area, GSA has established the following schedule of fees:

	<u>Full</u>	<u>50% Level</u>
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	\$80.00	\$40.00
National Photographic Interpretation Center	33.00	16.50
2430 "E" Street, N.W.	40.00	20.00

For these areas, a single fee structure is established for each facility regardless of the location of the parking space. Fees will be charged on a monthly basis, and no refunds will be provided for partial use of the monthly permit. Parking fees will be paid through the Office of Finance representative at each facility in the month prior to use. The

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Approved For Release 2004/04/15 : CIA-RDP83-00156R000200010004-1

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